

SUMMARY OF COMMENTS
FROM 8 GROUPS
Mayfield/HP Meeting
September 20, 2004

Total number of participants ~ 85

1. STREET SYSTEM

Need more information to understand impacts of various proposals (4 groups)

Access Points

- Access points to existing neighborhood should be kept open (65 people; mentioned by all groups)
- Access points to existing neighborhood should be closed for through traffic, except for fire-trucks, as this would cause only minor inconvenience to existing neighbors (16 people, 7 groups)

Traffic Calming

- Traffic-calming devices such as the one-way loop at Mayfield Avenue, traffic circles, speed humps, etc. should be incorporated. (70 people, all groups)
- Traffic Calming devices that do NOT antagonize people should be employed; Speed bumps could be used according to 3 groups and should be avoided according to 3 groups. Traffic circles are preferred by 3 groups but discouraged by 2 groups
- Concern about increased traffic on and off-peak hours on existing roads (especially Nita Ave.) if high-density development occurs (all groups)
- One-way loop around park would be dangerous for kids (2 groups)
- Provide more details about traffic calming devices (1 group)
- On-street parking for parks, etc. should not double up for Caltrain-station parking (1 group)

Roads as buffer

- Roads could be used as buffer between existing neighborhood and new development (18 people, all groups)
- Other land uses such as single family homes, with a backyard to backyard alignment, is preferred as a buffer to the neighborhood (43 people, all groups)
- Provide data on increased traffic and parking requirement on various streets with different proposed housing densities (3 groups)

- Do not segregate new neighbors, just provide adequate parking, esp. for guests (2 groups)

Street Curve at Nita Avenue/ San Antonio merge

- Prefer curvilinear, meandering of existing street (57 people, all groups)
- Curve at the Nita/San Antonio merge is a traffic calming device, also required for smooth merging of traffic from San Antonio (4 groups)
- If Whitney/Nita Ave. be straightened, a traffic-light intersection at San Antonio and appropriate traffic calming devices should be provided (2 groups)
- Keep trees on Whitney drive with existing alignment (1 group)

2. PUBLIC PARKS

Size and Activities/Uses

- Medium-large parks with informal playgrounds (without dedicated sports fields) or Community gardens with trees, landscaping elements, water features, picnic facilities preferred by 35 people (all groups)
- One large park with soccer/baseball fields preferred by 11 people, with adequate parking provision (mentioned in 6 groups)
- Small parks with tot-lots etc. preferred by 13 people (5 groups)
- Dog parks (4 people, mentioned in 3 groups)
- Large parks have noise, traffic and parking impacts (7 groups)
- Parks should be readily accessible to Monta Loma residents; Neighbors should get preference for park events over organized sports events for outsiders (6 groups)
- Pool complex should be open for membership (1 group)
- Transition or linear park as a buffer preferred by some (3 groups) if tree-lined, providing shade to existing neighborhood; and not preferred by some (2 groups) for noise and usage concerns
- Maintain existing trees, provide more trees/green belts (3 groups)
- Provide higher Park-to-Units ratio (2 groups)
- Could forego park for lower density (1 group)

Location

- Parks located on major access roads, within walking distance from existing neighborhood preferred by 54 people (8 groups)
- Parks located immediately adjacent to existing homes preferred by 12 people (5 groups)
- Parks should be adjacent to main streets for easy access, otherwise it is a patrolling concern; also should not be 'private' to new development (4 groups)

Existing / New Trees

- All existing redwoods and mature trees should be maintained (14 people, 5 groups)

2. UNIT TYPES ADJACENT TO EXISTING SINGLE-FAMILY

Heights and Setbacks

- Single family Single Story houses like those existing on Diablo and Betlo are preferred by 74 people (all groups)
- Two-story houses with greater setbacks preferred by 22 people, as long as appropriate sight-lines are worked out (all groups)
- Two to three-story row-houses with even greater setbacks (access drive and landscape buffer) were mentioned by 2 people (2 groups)

Architecture

- Want conforming building style with the area; Matching, integrated, fit in with Eichlers and Macays; Similar look & feel, scale, design, lots & setbacks (5 groups)

4. UNIT TYPES AND DENSITIES ELSEWHERE ON SITE

Zone 1: Close to San Antonio Road/ Central Expressway/ Caltrain Station

- Single-family - one to two stories preferred by 52 people (all groups)
- Townhouses/rowhouses – two to three stories – gets cars off the street, more setback, smaller footprint, better design than existing units – preferred by 47 people (8 groups)
- Condos and/or rowhouses – three to five stories preferred by 18 people (7 groups)
- Specific concerns of residents along Nita, Betlo, Aldean and Diablo should be addressed

Zone 2: Transition Zone

- Single-family - one to two stories preferred by 65 people (all groups)
- Townhouses/rowhouses – two to three stories preferred by 39 people (all groups)
- Condos and/or rowhouses was mentioned by one person (1 group)

Zone 3: Edge close to existing neighborhood

- Single-family - one to two stories preferred by 83 people (all groups)
- Townhouses/rowhouses – two to three stories preferred by 6 people (3 groups)
- Condos and/or rowhouses – three to five stories preferred by none

Other concerns:

- Concern about density-traffic relation – more units, more traffic and parking requirements (all groups)
- Is the density negotiable? Neighborhood cannot absorb 600-800 units - property values, character, traffic, parking concerns (6 groups)
- Affordability of Housing – need to provide affordable, high density housing for all ages, close to public transit – but towards the peripheries of the neighborhood (6 groups)
- Why not Commercial – can control traffic through neighborhood (6 groups)
- Why not mixed use – need mix of housing and commercial uses/amenities to provide transit oriented development (2 groups)
- 3-4 story buildings next to train station/major roads could be noise buffer to existing neighborhood (2 groups)
- Housing brings no revenue, net drain on community resources (2 groups)
- High density condos preferred, if owner-occupied (2 groups)
- Nothing taller than sight line of current HP building (1 group)
- Not another Crossings (2 groups)
- What is the price-range for the units? (1 group)